

# Midwest Transportation Coordination

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## Case Study #1:

### Suggested Best Practices for Consideration for Efficient Movement of Wind Energy Equipment

#### Suggested Best Practices:

1. **Escort Requirements** – States should allow state certified escorts to accompany heavy load shipments (wind blades, towers and turbines). Through a state certification program, these escorts could deliver and maintain the highest level of safety while meeting the increased demand of transportation carriers.  
Benefits – Where applicable, states could relieve law enforcement from escorting heavy loads. Allowing for state certified escorts would increase the supply of available escorts during peak shipping times without placing increased demands on state law enforcement.
2. **Pre-Approved Routes** – Since most wind farms, by definition, consist of multiple towers, blades and turbines, states should allow the transporters to apply for a pre-approved route to the site. Pre-approved routes would decrease permit lead times by engaging DOT reviewers to only analyze each route once.  
Benefits – Optimizes procedures for permit staff by decreasing duplicative permitting for loads with similar dimensions on the same routes.
3. **Corridorizing** – Corridorizing is the process of allowing and encouraging shipments to travel through a state, even if the load does not originate or terminate in the state. Corridorizing allows: (1) shipments to travel in the most efficient manner to their final destination and (2) transporters to optimize truck utilization, resulting in potential transportation cost savings.  
Benefits – Increased sales and fuel tax revenues for states through direct vehicle use.  
Corridorizing results in lower shipping costs, benefitting the developing wind industry and its employees.
4. **Hold Route Approvals for 30 days** – States should explore holding on record all route approvals for 30 days. Holding these approvals on file would allow multiple transportation carriers to utilize and share the same route approvals. This means the DOT would not need to certify the same route for each carrier carrying the same components.  
Benefit - Would save DOT staff time from having to re-approve redundant routes with different carriers.

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## Case Study #2:

### Suggested Best Practices for Consideration to Enhance Agricultural-Related Transportation

#### Suggested Best Practices:

- 1. CDL Exemptions for Operators of Farm Vehicles** – Midwestern states should exempt licensed drivers from Midwest states from needing a CDL when driving any farm vehicle in situations that meet qualifying farmer and distance requirements. Two examples of existing coordination can be found in the CDL agreements Iowa has with Minnesota and Missouri.  
Benefits: This would ease burdensome and sometimes costly requirements for our agricultural producers.
- 2. 30 Mile Border Exemption** – Midwestern states should exempt fuel licensing requirements, permits, or decals and International Registration Plan (IRP) plates or trip permits for vehicles operating within 30 miles of the border. As two examples, Iowa currently has fuel exemption agreements with Minnesota and Missouri. Similarly, Iowa has an agreement with Wisconsin regarding International Registration Plan (IRP) plates or trip permits for vehicles operating within 30 miles of the border.  
Benefits – This would reduce hurdles and associated costs for those agricultural producers who regularly traverse state borders in their regular operations.
- 3. Build Common Sense Flexibility Into Registration Weight Allowances** – Midwestern states should allow trucks and combinations transporting raw agricultural products to exceed their registration weight by up to 25% and all other trucks and combinations (e.g., pick-up truck/semi pulling trailer/wagon) to exceed their registration weight by up to 5%, while abiding by current maximum axle weights. Iowa's rules currently reflect such flexibility to recognize the natural variance that comes with hauling commodities like corn and soybeans. This issue could potentially be addressed by writing allowable variance into the vehicle registration.  
Benefits – This would build some common sense flexibility into weight requirements.
- 4. Coordinated Weight and Size Limits, Including Waivers During Emergency Situations** – As demonstrated by the response many states have taken to the drought, emergency situations warrant exemptions to weight (axle and gross) and size limits to ease the movement of agricultural goods to ensure quick delivery to market at the lowest possible transportation cost. A memorandum of agreement among Midwestern states committing to recognizing waivers from other states for at least a minimum amount of time will help align such waivers across our states.  
Benefits – This would enhance relief to farmers and agricultural producers in difficult times.
- 5. Recognition of Implements of Husbandry and Exemptions** – When a farmer operates an implement of husbandry (as defined by his/her home state) in a neighboring Midwest state, the neighboring state should recognize the farmer's vehicle as an implement of husbandry and corresponding exemptions.  
Benefits: Farmers will be able to conduct their daily business without concern that their implement of husbandry will not be recognized by a neighboring state.